SCHOOL BEGINS Sept. 15. 10,000 Boys need Clothes for that occasion. We've got them

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BONDS

-August Investments-

\$3,000 Citizens' Street-Ry, Indianapolis. 58	
4,500 Monroe County, Ind	1/2
5,200 Knox County, Ind	1/2
5.500 Waterloo, Ind	8
6.000 Clay County, Ind 65	5
6,280 Mt. Vernon, Ind	
6,600 Cass County, Ind	3/2
7,500 Clay County, Ind	
8.000 Lake County, Ind4	14
10,000 Laporte County, Ind	1/2
10,000 Noblesville, Ind	1
10,000 Springfield, Ohio	
10,500 Cass County, Ind	
11.500 Fowler, Ind	1/2
12,000 Martin County, Ind 4	3/2
12.500 Greene County, Ind	14
15,000 Marion, Ind	
17.000 Fowler, Ind., Wat'r, L'ht & H't Co. 5	
18,000 Lawrence County, Ind	
20,000 Mt. Vernon, Ind	5
25,000 Michigan City, Ind	
25,000 Lake County, Ind	3/2
47,000 Clark County, Ind	
59,000 Col., Del. and Marion, O., Ry 50	

E. M. Campbell & Co. Over Columbia National Bank,

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Physicians' Outftis Emergency Satchels, Medicine Cases, Instru-Operating Gowns and Cushions, Pocket Knives, with Spatula, and all Wm. H. Armstrong & Co Surgical Instrument Makers, and 226 S. Meridian St., Indianapolis, Ind.

fall by the Baker and Taylor Company in | book was offered to the public. Its recognihandsome olive green limp leather bind- tion was prompt. The reviewers praised it ing, stamped in gold with gilt top and decorated title pages in two colors. The set was originally published by Harper & | viction of sincerity to the reading public. Bros., but later passed to the American Book Company, through whose courtesy the present edition is put forth.

As a refutation of the assertion that no one buys or reads poetry, the Bowen-Merrill Company announces that the first edition of "The Ship of Silence and Other Poems," by Edward Uffington Valentine, is entirely exhausted. Mr. Valentine's verse has been reviewed seriously and Hough spent eight hours a day at his desk, praised in high quarters, and the poetryloving public showed its appreciation by its purchases. The book is temporarily out of Outside office hours he write "The Girl at print, but the publishers hope to offer the new edition within a few weeks.

of novels for publication this fall which they will call "First Novel Series." Any author who has published a book may not be included in this company. McClure, Phillips & Co. say they have had such success with "first novels" that they feel warranted in instituting such a plan of publication. "The Ragged Edge" is the initial volume, and the author, John T. McIntyre, the first author to have his maiden effort thus cried out to the world. The novel is a study of ward politics and social life. An attractive fall list for younger readers

titles include a book of nonsense prose and verse by Carolyn Wells, called "The Pete and Polly Stories," with illustrations; "Little Mistress Good Hope," a collection of fairy stories, by Mary Imlay Taylor, who | tell. As a matter of fact I can quite makes her first appearance as a writer as fully prove that John Law came to for young people after a long series of successful historical novels, and "Prince Silver Wings," a collection of short stories by Edith Ogden Harrison, who is the wife | and with prophetic eye he saw the promise of Chicago's mayor, and who makes her literary debut in this volume.

Charles Scribner's Sons are enthusiastic in regard to Henry James's new novel. "The Wings of the Dove." They assert that the author has done nothing of similar scope and range since the days of "The Tragic Muse." "The Wings of the Dove" is said to be the story of a peculiarly insidious temptation which assails the hero. who is, nevertheless, innately superior to it; and the narrative of the ensuing moral drama in which many characters, strong and weak, are involved, is one of great variety and imaginative suggestiveness. The Scribners will issue this fall a new book written by Frank Stockton, entitled "John Gayther's Garden and the Stories Told Therein." It was finished shortly before the author's death.

Harper's Magazine for September is not labeled as a fiction number, nevertheless tion, the most of it of a very good quality. Alice Brown, Roy Gilson, Margaret Deland, | not likely that he could withsand the allur-Thomas A. Janvier and W. W. Jacobs are among the contributors of short stories. Mrs. Ward's serial, "Lady Rose's Daughter," grows quite dramatic. Among the serious matter is a paper on "Industrial Betterment," by Prof. Richard T. Prof. Woodrow Wilson offers an historical paper on "Early Migrations West-Agnes Repplier chooses "The Headsman" as a theme for a paper, which, volume on account of the trust phase of

though not especially interesting, shows

much research on her part. Richard Le

Gallienne writes of a child poet whom he

has discovered in Connecticut. Most read-

ers will hope that this is not the beginning

of a magazine fad for making phenomenal Dr. David Starr Jordan has in press for publication by Elder & Shepard, San Franexperience, and human experience must stop with the limitations of human life. * * * It is my purpose here to indicate philosophy of despair. Direct reply science has none. We cannot argue against a singer or a poet. The poet sings of what h feels, but science speaks only of what we know. We feel infinity, but we cannot know it, for to the highest human wisdom the ultimate truths of the universe are no nearer than to the child. Science knows no ultimate truths.'

THE BIRTH OF THE WEST.

Emerson Hough and His Story of the Famous John Law.

sent the completed manuscript to his The book was bought, read, enjoyed and recommended. In the June Bookman it stood third in the list of the six best-selling books in the United States. In July it was

second and now the August issue of that

During the ten years in which "The Mis-

magazine has it at the head of the list.

sissippi Buble" was taking shape, Mr. earning the salaries paid him by the Atlantic Monthly and Forest and Stream. the Half-way House," "The Story of the "The Singing Mouse," and in-McClure, Phillips & Co. announce a series | numerable articles on all manner of subjects. All this time John Law was ever in his thoughts and the romance to be built around him was his chiefest interest and concern. Of course, Mr. Hough is pleased | er Wright is preparing to visit the United that readers have found his story as fas- | States. cinating as he found the raw material out of which he constructed it. Speaking of i few days ago he said: "The book is not history but fiction. Many years ago Wiliam Harrison Ainsworth wrote a novel called 'John Law,' but it was not fiction, i was history. Yet in my romance I have had at heart one great idea-the tremendous impression the Mississippi valley must have made on the early venturers; especially the impression on John Law, the man who was later to be much concerned with it. I have been asked why I brought him to this country. Not to have brought him here would have been to kill the story, to tell simply what the encyclopedias America as any one can prove that he did not. He stood in the virgin valley of the Mississippi, he realized its greatness of the future. Then he returned to France and told the Regent that here in his pos sessions in the New World was the basis for a national credit. Logically, Law must have come to this country. If he did not he certainly ought to have come. How I covet the experiences of those men who is the main thing. My effort was simply

> dates and duly marshal facts is not in my opinion a fault but a virtue. The book has a hundred faults, but this is not one of Mr. Hough is a great lover of the West, as readers of "The Mississippi Bubble" must have guessed, and a short cut to his affectionate regard is to ask him, adroitly where to go for a moose, or what kind o snow-shoes he wore the winter he took the census of the buffalo in the National Park. Mr. Hough is loyal to Chicago, but should his pen earn him a fortune, it is

new world as it might have been at the

time in question. The failure to chronicle

ing voice of the wilderness. A Family Volume.

In a review of Mr. George B. Lockwood's book, "The New Harmony Communities, the Chicago Record-Herald says: "There is a peculiar timeliness in this

gradual, though guarded, movement in the ago, with the accompanying disregard of wealthy manufacturers for the welfare of workingmen and of society in general. As a protest against that spirit Robert Owen's life and achievements, both in England and in America, deserve ever their wires, and from count to be held in remembrance.

"His work of reform among the employes of his cotton mills at New Lanark, Scot- of mankind are instantaneously ndustrial ameliorations that have constiteenth century. Though his socialistic scheme, attempted at New Harmony, was impracticable and became a disastrous failure in two years, it contained the seeds of tional betterments of later years. The New Harmony failure deserves closer study than it has had in the last half century, and Mr. Lockwood's volume precomprehensiveness that tempts to perusal. Mr. Lockwood is an Indiana man and a graduate of De Pauw, and has spent the leisure of a good many years in collecting the materials for this complete exposition of the rise and fall of the New Harmony communities. He has digested all the literature on the subject and has been enabled to use much new material. the most valuable of which he credits to the collection of data made by Arthur Dransfield, secretary of the Workingmen's nstitution at New Harmony.

An Indiana Artist.

Albert Levering, who made the unusually clever and original illustrations for John knowledge of architecture proved a valuable of the gods and goddesses in their ridiculously modern environment are unique and

GOV. TAFT AS A WITNESS

CALLED BY DEFENSE IN THE MANILA FREEDOM SEDITION CASE.

Appointment of a Certain Class of Native Officials Explained-Commissioner Wright to Visit States.

MANILA, Aug. 24.-The defense in the of war have been appointed to civil posi-

with an enthusiasm that carried the con- been appointed, but that they had proved honest, straightforward and earnest. He of murder from American standards, but that from their own standpoint they undoubtedly believed their conduct of the war to have been legitimate. Governor Taft said that he had found these appointees to be loyal and that they were not chosen because they happened to be men of influence among their own people. He said the experience of the civil authorities with these men had been most satis-Governor Taft has resumed the governorship of the archipelago, relieving Luke E. Wright, who has been acting Governor

during Judge Taft's absence. Commission-

CONSTABULARY AMBUSHED. Native Troops Have a Sharp Fight

with a Force of Ladrones. MANILA, Aug. 24.-Ten members of the native constabulary were ambushed last Tuesday at a point near Magdalena, in with rifles and bolos, and a despérate fight at close range took place. One mem-

in pursuit of the ladrones.

were wounded and three were captured.

Cholera in the Philippines. MANILA, Aug. 24.-Official cholera statistics show a total up to date of 25,664 cases cases and deaths is greatly in excess of most vivid and convincing picture of a Hocos Norte last Saturday.

Mrs. Chaffee Is Better.

MANILA, Aug. 24 .- Mrs. Chaffee, wife of General Chaffee, who has been seriously ill for the past week, is now improving and is out of all danger.

Mrs. Winslow's Soothing Syrup Has been used over fifty years by millions o mothers for their children while teething with perfect success. It soothes the child, softens the gums, allays pain, cures wind colic, regulates

whether arising from teething or other causes. For sale by druggists in every part of the world. He sure and ask for Mrs. Winslow's Soothing Syrup. 25 cents a bottle. Necks and arms of snowy whiteness, forms fair as the lily, are the pleasing endowments conferred by Glenn's Sulphur Soap. A healthful substitute for the poisonous cosmetics formerly

Hill's Hair and Whisker Dye, Black or Brown,

the bowels, and is the best remedy for diarrhoea,

BRITISH CABLE ALREADY IS LAID TO FANNING ISLAND.

American Cable Projected Further North-Land Telegraphs in Parts of the World.

Special to the Indianapolis Journal.

WASHINGTON, Aug. 24.-"The Submarine and Land Telegraphs of the World" is the title of a monograph prepared by the Treasury Bureau of Statistics which will appear in the forthcoming Monthly Summary of Commerce and Finance. It view of the prospective construction of shows that the submarine telegraphs of the world number 1,750. Their aggregate length is nearly 200,000 miles; their total cost is and island to island the thoughts and words

nected and through which they bring inof more than 1,000,000 each day.

In the short half-century since the prac-

United States and Europe, while three othbetween South America and the African coast of Europe and the great transatlanby numerous cable lines, and the "Medilife he ran counter to his father's wishes. directions by lines which bring its islands In illustrating "Olympian Nights" his and colonies into speaking relations with help. But his quaint and humorous figures | tral America, the United States and thence with Europe, Africa, Asia-the whole world. Along the eastern coast of Asia cable lines loop from port to port and island to island, receiving messages overland from eastern Europe via the Russia-Siberian land lines and forwarding them to Japan, China, Australia, New Zealand, the Straits Settlements, Hong-Kong and the Philippines and receiving others in return. South America is skirted with cable lines along its where they are brought into intercommunication by land lines. Along the entire coast of Africa cables loop from place to place and from colony to colony, stretching along the entire circumference and penetrating the interior by land lines at various

habited portions of the earth, with the single crossed and recrossed by submarine telegraph lines. Even that vast expanse of water has been invaded along its margin, submarine wires stretching along it western which stretch along the western coasts of tured to considerable distances and depths in that great ocean, one cable line runextending from Australia to the French | pairs. colony of New Caledonia, 800 miles seafact that many such former insurgents had | ward. A cable which is to connect Canada | with Australia across the Pacific is now being laid at the joint expense of the United Kingdom, Canada and the Australian commonwealth, and has already been completed from Vancouver, British Columbia, to Fanning island, just south of the Hawaiian islands, and it is expected that the entire line will be completed by the end of the present year.

The chief obstacle in the past to the construction of a grand transpacific cable was found in the fact that midocean resting places could not be satisfactorily obtained or arranged for, no single government controlling a sufficient number of suitable landing places to make this seem practicable, in view of the belief that the fistance through which messages could be With landing places at Hawaii, Wake island, Guam and the Philippines, however, no section of a cable stretching from the United States to Asia and touching at these points would have a length equal to that now in daily operation between France and the United States. The length of the French cable from Brest, France, to Cape Cod, Mass., is 3,250 miles, while the greatest distance from land to land on the proposed Pacific route would be that from San Francisco to Hawaii, 2,089 miles; that from Hawaii to Wake island being 2,040 miles, from Wake island to Guam 1,290 miles, from Guam to Manila 1,520 miles, and from Manila to the Asiatic coast 630 miles.

While the depth of the Pacific is somewhat greater than that at which any cable has been laid, the difference between its depth and the greatest depth reached by cables in the Atlantic would be very slight, the cable recently laid from Haiti to the Windber of the constabulary was killed, two ward islands being in 18,000 feet of water. The recent survey for a cable between Seventy constabulary have taken the field the Pacific coast and Manila justifies the belief that a route can be selected in which the depth will not exceed 20,000 feet and may not exceed 18,000 feet. The recent survey made by the bureau of equipment, Navy Department, under the direction of Rear Admiral R. B. Bradford, disclosed the greatest ocean depths heretofore known lying between Midway island and Guam and being 31.614 feet, or but stxty-six feet the official reports. In Manila there were short of six miles depth of water. This saw the West at its birth! The West, that but eight cases reported last Saturday. In depression, however, which has been named some of the provinces of Luzon the cholera | the "Nero deep." in honor of the vessel to arrange the essential facts of that situation is bad, 414 cases and 317 deaths from which the sounding was made, can be early day in such a way as to offer the having been reported from the province of avoided by a detour, and it is believed that the necessary depth will not exceed 20,000 feet and may not be more than 18,000

ENEMY DESTROYED

(CONCLUDED FROM FIRST PAGE.) side. The flagship was just falling down into a trough when he notified the ensign at his side that he could see the enemy. The officer of the deck called Flag Lieutenant Evans and Flag Secretary Bristol and it was but the work of a moment to inform Admiral Higginson of the probability that the time for decisive action was at

It was real war then. General quarters were sounded. There was a quick rush of many feet, the manning of a hundred posts, the clank of the anchor chain, the ringing of bells, the giving of orders and a general passed before the flagship was under way. steaming at fourteen knots, with the Alabama and Massachusetts many lengths in

by the converted yacht Scorpion, which had chased in from the south in time to be in at the finish, and the Barney. which had overrun the fleet, formed a horseshoe about the white squadron. The elation among the men on board the blue

squadron ran high. SWORD REFUSED. There was something pathetic in the pic-

ture when Commander Pillsbury, after he had signaled his surrender, passed in his barge from the Prairie, walked up the star board gangway of the Kearsarge and offered his sword to Admiral Higginson. "Keep your sword, sir," said the senior officer, his voice quavering a bit in spite of himself. "I would not accept the sword from so gallant a foe.'

"And I, sir," responded Pillsbury, with dignity, "could not surrender to a nobler or better officer, sir.' This exchange of words ended the actual

Higginson, Commander Pillsbury stepped down to the cabin of the Kearsarge and here the two officers discussed in privacy the incidents of the days since the "declaration of hostilities" on Wednesday. At the conclusion of the conference Commander Pillsbury returned to his flagship and it was not long after that the Prairie headed down the coast. A little later signals were given for the blue squadron to return to Rockport. Later, by the same system of communication, established and maintained so successfully since

all points from Portland to Provincetown

ordering all the warships of the defending

surrender and at the invitation of Admiral

squadron to return to Rockport for further instructions and at the same time to collect on the way to this harbor all signal men who had been detailed at both island and mainland stations along the coast. In an interview on board his flagship at the real work which had been done during the week. He commended Staehle, the apprentice boy, who was the first to report the presence of Commander Pillsbury's squadron. He said he believed that to some extent the maneuvers had taught the navy its points of weakness and

he believed that much good would come from the "war game. The naval experts are discussing the rea son for Commander Pillsbury's maneuver in steaming finally to the northward and coming to anchor as he did at a point off Magnolia and near to Gloucester harbor, harbor, and the theory was advanced that the acting admiral of the white squadron sighted and decided to surrender hopelessby Admiral Higginson into Gloucester har-

to-night among the seafaring people, who parent rejection of all strategetic movements by Commander Pillsbury. He had not tried to land officers or marines ashore to learn of the enemy's movement, and he had sailed almost to the base of the defense just before daylight when capture seemed inevitable.

WORK OF SIGNAL MEN. To the Associated Press correspondent Admiral Higginson spoke very freely of the signal service. He laid special emphasis upon the effective work of the mer necessity of the wireless telegraphy and

"There would have been no need of the torpedo scouts," he said, "for I would have be installed on the ships of the navy very

first thought of making a feint with one cheering. rection, but as a heavy sea was running and his ships were slow of speed and their | across the peninsula to Nahant, a distance made his run direct for Salem harbor. The only ship of Admiral Higginson's fleet he | dent passed. There were two miles of carsaw during the entire period was the tor- riages on either side of the road. The pedo boat Barney, which he sighted just about the same time he found he was discovered by the sharp-eyed Stehle of the troop of cavalry.

NEWS AT WASHINGTON.

Pillsbury Announces His Defeat,

Which Had Been Expected. WASHINGTON, Aug. 24.-Prompt infor-

"White squadron surrendered to blue at lem harbor. The Panther and the Supply have been ordered to proceed, in obedience ning from Australia to New Zealand, a to the department's instructions. The distance of over 1,000 miles, and another Prairie goes to Boston to-morrow for re-The whites' defeat has been anticipated here by naval officers. They believed Pills bury was handicapped by the limited area of the defending line, the slow speed of his ships and the small number of ports which he could enter under the rules.

Panther at Vineyard Haven.

VINYARD HAVEN, Mass., Aug. 24.-The United States steamer Panther, Commander J. C. Wilson, of the defeated White squadron, anchored in this harbor this afternoon on the way from Salem, bound for New London, at which port she will remain until Aug. 31., when the vessel will take on board the naval militia of Connecticut and i report to Rear Admiral Higginson to parsent and cables controlled was limited. Iticipate in the continuation of the naval

MacArthur at New London.

NEW LONDON, Conn., Aug. 24.-Major war games with the navy, is expected to ardirection of the preparation in the forts at the eastern entrance of Long Island With him will be General Randolph, chief artillery officer, General Gillespie, of the engineer corps, and General Greely, chief signal officer.

UNDER ONE SCREW.

Steamer Fuerst Bismarck Is Reported Partly Disabled at Sea.

NEW YORK, Aug. 24.-The British steamship Sheppy Allison arrived from Middlesborough to-day and reported that on Saturday, when in longitude 66:44 and latitude 40:44, which is about 300 miles east of Boston, she had sighted the Hamburg-American liner Fuerst Bismarck, which signaled that her starboard shaft was broken, and that she was proceeding under one screw. Captain Berends, of the Fuerst Bismarck, told Captain Williams, of the Sheppy Allison, that all were well on board, and that he was proceeding on his voyage at a speed of about fifteen knots. The Fuerst Bismarck sailed from New York on Thursday morning for Hamburg, via Plymouth and Cherbourg, and had on board a large number of cabin passengers. Among them were Mme. Helene Modjeska. George Alberti, Henry Adler, Franz Joseph Freund, Mr. and Mrs. Sherwood Remey W. J. Simpson, Dr. and Mrs. C. Benjamir Kopf and George Waterbury.

National Fraternal Congress.

DENVER, Col., Aug. 24.-The annual convention of the National Fraternal Congress will be held in this city to-morrow. The congress, composed of fifty-seven fraternal orders and 300 delegates, representing 4,000,000 persons, will attend the convention. Many important questions for the betterment of the fraternal lodges will be clearing for action. Not many moments | discussed. Prominent lodge men from all parts of this country and Canada will at-

the rear. Some distance back was the Whatever you do, don't forget Mrs. Austin.

DAY OF BIG OVATIONS

THE PRESIDENT JOURNEYS FROM NEWPORT, R. L., TO NAHANT.

The Trip Is a Veritable Triumphal Progress, Culminating in a Magnifi-

cent Reception at the Beach.

MR. ROOSEVELT AS GODFATHER

HE OFFICIATES IN THAT CAPACITY FOR THE CHANLER BABY.

Other Notabilities at the Ceremony-Spends the Night with Senator Lodge-Plans for To-Day.

Wednesday, messages were dispatched to NAHANT, Mass., Aug. 24.-President Roosevelt left Newport, to-day, at 2 o'clock, in a sumptuous train of four special cars. LILLY & STALNAKER Accompanying him to the depot were Mr. and Mrs. Winthrop Chanler and Senator and Mrs. Lodge, the two latter journeying with the party to Nahant, the home of the Admiral Higginson expressed his pleasure | Lodges, where the President will spend the

A more quiet day could not have been spent by the President. As is his custom, he rose early, and, after eating a light strength during a time of real action, and o'clock and went out to meet Mrs. Roosevelt, who had come up on the Sylph during the night. The President was aboard the ship for about two hours. Mrs. Roosevelt accompanied him ashore and spent about half an hour at the Chanler residence, takespecially in the light of the announcement | ing a look at the baby, but did not remain that he had determined to anchor in Salem | for the christening. She left just before the ceremony for Oyster Bay. The Presi-Senator and Mrs. Lodge, the latter acting they know their own houses, was the ap- as godmother; Mrs. Julia Ward Howe and a large number of the personal friends of

> The affair was regarded as one of the most auspicious functions of the season to the social prominence of the Chanlers, but to the fact that the President of the Traveling on Sunday was something new for the President, but in this instance he was obliged to depart from his usual cus-

purpose than to attend the christening, and it was necessary to make the short jourthe telephone service and said it appeared | ney to Nahant to-day in order to maintain his schedule. Lieutenant Governor Bates and Adjutant General Dalton, of Massachusetts, boarded the train at Newport illustrated the benefits, if ships of the navy | and completed the arrangements for the entertainment of the President and party in Boston to-morrow night. That the enthusiasm attending the Presiknown at all times the exact location of | dent's journey shows no abatement was my ships. We need this service badly. We | made evident to-day by the crowd gathered in this respect and I hope the system will | his arrival and continued cheering until the train was lost to view. Stone Bridge, R. I. Fall River, Taunton and Mansfield, Mass. Commander Pillsbury was asked regard- turned out in force to greet the President, ing his movements and stated that when and as each place was reached the train he left Provincetown last Tuesday his fleet | was slowed down, the President appearsteamed directly to sea, running off some | ing on the rear platform and bowing his 400 miles about southeast of Cape Cod. His acknowledgments. At Boston the entire

party entered the special train which was

standing on another track, the crowd in Coming on the coast last night, he had the meantime keeping up a continuous hoping to draw off Admiral Higginson and | to take the party to Nahant, the sight was bottoms foul, he decided not to do this and of four miles, were fully 60,000 people, who President rode with Senator Lodge, and was escorted from Lynn to Nahant by a

The arrival at Nahant was a signal for another outbreak of applause and cheering, and the two places seemed to vie with each other as to which should be the more cordial in its greeting. Flags and bunting were displayed everywhere. To-morrow afternoon the President will deliver an address from the steps of the

public library building in Nahant. Mrs. Roosevelt's Movements. NARRAGANSETT PIER, R. I., Aug. 24 .-Theodore, jr., arrived in Saunderstown, Narragansett bay, on board the Sylph to-

Farge, of New York. JUMPED OVERBOARD.

day, and was entertained by C. Grant Le

Naval Ensign Committed Suicide in the

WASHINGTON, Aug. 24.-The death of Ensign Frederick R. Holman, of the navy, on Aug. 13 aboard the Celtic while on the way from Manila to Sydney, Australia, is reported in a dispatch received at the Navy Department to-day, from Captain

The Celtic is a refrigerator ship and presumably was on her way from Manila to Sidney to obtain provisions for the army and navy in the Philippines. According to the dispatch Holman met his death by jumping overboard. His act was presumably due to ill health. He was a native of Colorado, and was appointed to the navy from Iowa in 1893. His father, in New York city, has been notified of his death

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household sanitation. Perfect combustion is secured by the generation of intense heat and the thorough mixing progressively of the gas supply with air, by which it is possible to use at least forty-five cubic feet of air to every cubic foot of gas. Its operation combines three important and indispensable factors-economy in fuel, perfect combustion, sterilization. In the "OMEGA" they are the result of mechanical combinations produced as the result of

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and tonic action of

VEDETTE.

the blood and depends on that condition. It often causes headache and dizziness, impairs the taste, smell and hearing, affects the vocal organs, disturbs the It is always radically and permanently cured by the blood-purifying, alteralive

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This great medicine has wrought the most wonderful cures of all diseases depending on scrofula or the scrofulous habit.

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RAILROAD TIME CARD.

P. M. time is in BLACK figures. Trains marked thus: "-Daily; S-Sleeper; P-Parlor Car; C-Chair Car; D-Dining Car; +-Except Sunday; -Sunday only. †Daily except Monday.

BIG FOUR ROUTE.

City Ticket Office, No. 1 East Washington St Cleveland, New York and Boston ex, s. *8.00 *11.45 Fort Wayne express New York and Boston limited, d s....*2.55 N. Y. and Bos. "Knickerbocker." ds. *6. 25 BENTON HARBOR LINE. .4.45 ST. LOUIS LINE. St. Louis southwestern, lim, d s..... Terre Haute and Mattoon accom. ...5.00 St. Louis express, s. CHICAGO LINE. Chicago fast mail, d p ...

Chicago White City special, d p .. Chicago night express, s.
CINCINNATI LINE. Cincinnati, Washington flex, sd... N. Vernon and Louisville ex. s..... N. Vernon and Louisville ex Peoria, Bloomington, m and ex

SPRINGFIELD AND COLUMBUS LINE. Columbus and Springfield ex . New Castle accommodation...........6.15 City Ticket Office, 25 W. Wash. St Cincinnati express, s c... *4.00 Cincinnati fast mail, s.... *8.06

Cin. and Dayton ex, p ... †10.40 •10.32 Toledo and Detroit express, p..... Cincinnati and Dayton ex, p...... Cincinnati limited, p d...... Cincinnati and Dayton express... CHI., IND. & LOUIS RY. Ticket Office, 25 West Wash St Chi'go night ex, s.. 12.96

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North Vernon and Madison

Dayton and Xenia.

Pittsborg and Kast, Phil., New York. .. 48.10 *12.10 Logansport and Chicago. Martinsville Accommodation Richm'd, way points to Bradford, 0.+1.25 Philadelphia and New York......*3.05 .*3.55 Pittsburg and East .. *3.20 Columbus, Pittsburg and East

pencer Accommodation Phil. and New York, "The Li Dayton and Xenia. Northland Express Martineville Accommodation. Logansport and Chicago VANDALIA LINE.

Terre Haute, St. Louis and West ... Terre Haute and Effingham Acc., St. Louis and all points West Daily. †Daily except Sunday. Sunday only.

INTERURBAN TIME CARD.

UNION TRACTION CO., OF INDIANA. Time Table Effective May 23, 1902, Station-Union Block, 119 West Maryland Street.

For Anderson, Muncie, Marion, Alexandria and intermediate stations. Leave: 4:15 a. m. and each hour thereafter until 9:15 p. m. and 11:15 Limited trains for Anderson and Muncie. Leave: 8 a. m., 11 a. m., 2 p. m. and 5 p. m., arriving Anderson in one hour and twenty-five minutes, and Muncle in two hours. Il a. m. and p. m. trains make direct connections at Anderson with limited trains for Eiwood. Combination passenger and express car will leave West Maryland-street station at 5:15 a. m. Express car leaves West Maryland-street station 9:30 a. m.

INDIANAPOLIS & EASTERN RAILWAY COMPANY-GREENFIELD LINE. Time Table Effective Aug. 15th, 1902. General Offices, Room 1, Franklin

Building. For Greenfield, Knightstown and intermediate stations passenger cars leave Georgia and Meridian streets. First car \$157 a. m. and hourly thereafter until 9:57 p. m. Next and last car leaves at 11:15 p. m. Combination passenger and express cars leaves Georgia and Meridian streets at 5:57 a. m., 7:57 a. m., 11:57 a. m., 3:57 p. m., 7:57 p. m. —Freight Cars.— For Greenfield and intermediate stations only,

Arrive at Georgia and Meridian streets at 7:17 a. m. and leave at 2 a. m., also arrive at rest . m. and leave at 3:30 p. m. INDIANAPOLIS, GREENWOOD & FRANKLIN R. R. CO.

ngton streets. First car at 6 a. m. and hourly hereafter until 10 p. m. Last car leaves at 11:11 Combination passenger and express leaves Georgia and Meridian streets for Greenwood only

INDIANAPOLIS & MARTINSVILLE RAPID TRANSIT CO.

at 9:30 a. m. and 3:30 p. m.

For Mooresville and intermediate points cars will leave Kentucky avenue and Washington street at 5:45 a. m., 6:30 a. m. and every hour thereafter to and including 6:30 p. m., after which time car will leave at 8:30 and 11:15. Car leaves Mooresville at 6 a. m. and every hour thereafter to and including 8 p. m., after which time a car will leave at 10 o'clock. The 6 a. m. car leaving Moorewille reaches the Union Station at Indianapolis in time is connect with Sunday morning excursions on all